

**From:** jcwconsult@aol.com  
**Sent:** Saturday, May 20, 2017 4:40 PM  
**To:** Rep. Triston Cole (District 105); Rep. Michael Webber (District 45); Rep. Peter Lucido (District 36); Rep. David Maturen (District 63); Rep. Brett Roberts (District 65); Rep. Gary Howell (District 82); Rep. Julie Alexander (District 64); Rep. Julie Calley (District 87); Rep. Jeff Noble (District 20); Rep. John Chirkun (District 22); Rep. Leslie Love (District 10); Rep. Cara Clemente (District 14); Rep. Terry Sabo (District 92); Rep. Tim Sneller (District 50)  
**Cc:** Rep. Eric Leutheuser (District 58); Cath Petroskey; nma@motorists.org; stevepurdy3@gmail.com  
**Subject:** Testimony for HB 4415, Hearing 5/23/2017  
**Attachments:** HB4415 52317.doc

Chairman Cole and Members of the Committee:

The National Motorists Association asks that HB 4415 be rejected and not be reported out.

We apologize that both the activists who would normally testify in person, Jim Walker or Steve Purdy, have commitments out of state that we cannot change. Please accept our written testimony.

HB4415 would make it possible for posted speed limits on gravel roads to be set arbitrarily-low and less-safely, without the agreement of the State Police. This could happen even over any express State Police objections that the limit would be improper and less safe.

Under the proposed changes to Sec. 628 subsections 1 and 3 A in the bill, a County Road Commission and a Township Board could establish an arbitrarily low speed limit on a county gravel highway by their two out of three vote - over any express objections by the State Police who seek to set all limits on the basis of safety.

The newly passed revisions of the speed limit sections in MVC 257.627 and 257.628 that took effect on January 5, 2017 were very carefully negotiated to be acceptable to all the stakeholders. This included the Oakland County Road Commission as a representative of the counties, the Townships Association, the State Police, MDOT, the National Motorists Association, the Michigan Municipal League, the members of this committee in the 2015/2016 Session, the Senate Transportation Committee in the 2015/2016 Session, many Representatives & Senators, and others.

The revisions were all done to improve safety and to make the posted speed limits more uniform across the state on similar roads, with the purpose that almost all the non-statutory limits would be set realistically between the 50th and 85th percentile speeds of free flowing traffic under good conditions. That is the science supported by the State Police but this bill would allow improper limits to be set that could arbitrarily define 70% or 95% of the drivers as lawbreakers. This reduces safety and enables enforcement for profits, results that the recent revisions to the MVC were specifically designed to prevent.

Similar changes were proposed after Public Law 85 passed in 2006. Several bills sought to allow arbitrarily-low and less-safe posted limits on gravel roads in Oakland County. Fortunately, they all failed.

In the interest of safety, please reject this bill.

Respectfully,

James C. Walker  
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